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EI-1838C

FACSIMILE TRANSMITTALDATE: 9/24/10TIME: 9:00 AMNUMBER OF PAGES: 9 INCLUDING THIS COVER PAGE

TO: Troy BradyADDRESS: Surface Transportation BoardFAX NUMBER: (202) 245-0454

FROM: JOHN A. SIMSTELEPHONE NUMBER: (817) 352-2376SPECIAL INSTRUCTIONS: I thought I'd fax in case
you're not receiving my e-mails. This is
regarding AB6-(46BX). Thx, JohnIF YOU RECEIVED THIS MATERIAL IN ERROR
PLEASE CALL (817) 352-2376
EQUIPMENT USED FOR TRANSMITTING - LANIER FAX 7550
TELECOPIER NO. (817) 352-2397

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Sims, John A

From: Sims, John A
Sent: Monday, August 16, 2010 1:20 PM
To: 'troy.brady@stb.dot.gov'
Cc: Sims, John A; Odom, Susan
Subject: STB Docket No. AB-6 (Sub-No. 468X); BNSF Railway Company - Abandonment Exemption - in Kootenai County, ID

Attachments: 20100816130601.pdf



20100816130601.p
df (207 KB)

Troy,

See attached letter.

I believe this should resolve environmental condition no. 2 in the STB's decision served on November 27, 2009, in the above-referenced docket. I believe Susan Odom has previously sent you documentation regarding environmental condition no. 1. Hopefully this should resolve any concerns these agencies may have as we would like to begin salvage activities in the very near future.

Please let me know if you have any questions.

Regards,

John A. Sims, CP
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-----Original Message-----

From: Sims, John A
Sent: Monday, August 16, 2010 1:07 PM
To: Sims, John A
Subject:

GlobalScan document sent from b802894.



STATE OF IDAHO
DEPARTMENT OF
ENVIRONMENTAL QUALITY

2110 Ironwood Parkway, Coeur d'Alene, ID 83814 (208) 769-1422

C. L. "Butch" Otter, Governor
Toni Hardesty, Director

August 4, 2010

Susan Odom
Manager of Network Strategy
BNSF Railway Company
2500 Lou Menk Drive, AOB-3
Ft Worth, TX 76131

Subject: Environmental Review of BNSF Rail Line in Coeur d'Alene, Idaho from MP 8.9
to MP 12.34

Dear Ms Odom:

On August 3, 2010, I performed a visual assessment of the subject segment of rail line in Coeur d'Alene that is scheduled for abandonment. No significant environmental concerns were noted. There was a fair amount of solid waste; and the Idaho Department of Environmental Quality (DEQ) would expect that during removal of track and ties, all solid waste debris/litter will be collected, removed and properly disposed of. If during abandonment activities, removal company personnel discover any significant environmental contamination, BNSF must contact this office to report such contamination. Also, please notify me when abandonment activities begin so that I might have the opportunity to witness this operation.

If you have any questions, please contact me at (208) 666-4604. Thank you for consulting with DEQ before starting removal activities on this segment of rail line.

Sincerely,

A handwritten signature in black ink that reads "Kreg Beck".

Kreg Beck
Site Remediation Manager
kreg.beck@deq.idaho.gov

c: Geoff Harvey, DEQ, geoff.harvey@deq.idaho.gov

Sims, John A

From: Odom, Susan
Sent: Thursday, August 05, 2010 8:49 AM
To: 'troy.brady@stb.dot.gov'
Cc: Sims, John A; Clark, Kristy D; Eytcheson, Dennis P
Subject: FW: AB-6 (Sub-No. 468X) - Kootenai County, ID
Attachments: USFWS exhibit.pdf

Troy:

Good morning. I am following up on the email below concerning an outstanding environmental condition on our Kootenai County abandonment. Is the information provided below sufficient to remove the USFWS condition?

Susan Odom / *Manager Network Strategy*
BNSF Railway Company
817-352-6432 office
682-429-0930 mobile

This message may be confidential and should be read or retained only by the intended recipient.

From: Odom, Susan
Sent: Friday, May 14, 2010 6:02 PM
To: 'troy.brady@stb.dot.gov'
Cc: Clark, Kristy D; Eytcheson, Dennis P; Sims, John A
Subject: AB-6 (Sub-No. 468X) - Kootenai County, ID

Troy:

This email is sent to you on behalf of Kristy Clark. It concerns your request for a detailed salvage operations plan related to the referenced abandonment proceeding. As we discussed by phone, BNSF hires professional salvagers for its abandonment work. Each salvager is responsible for determining its' own work plan and a salvager has not yet been chosen for this project. However, the following description of BNSF's salvage process as it relates to abandonments should be useful in making your determination of potential effect:

The proposed abandonment will include the removal of the rails, ties and bridges however, railroad right of way, ballast and culverts will remain in place.

The salvage process begins with the unbolting of the track materials or rails. With the use of specialized machinery placed on the railroad right of way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts) are removed. Next the wooden ties are raised from among the ballast with a tool designed for minimum disruption of ground material. The ties are separated into three groups as follows: (1) good quality ties that will be re-used in rail service, (2) landscape-quality ties that will be re-sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties are loaded into railcars and shipped by BNSF to an EPA-approved disposal site.

The culverts, ballast and right of way will remain intact so as not to alter the prevailing waterflows along the line. In addition, BNSF salvage contractors are required to limit their activities to the width of the right of way and not to place fills or other material in water bodies, including inland waterways. When the salvage process is complete, waterflows in the area should not be disrupted.

Finally, road crossings are removed and remediated, then repaved with gravel,

9/24/2010

asphalt or concrete, as required by governing authority. Any signals are also dismantled and removed.

BNSF salvage work for abandonments is always performed by experienced rail material salvagers and is generally bid on the open market. Each salvage contract includes detailed information on any environmental or historical conditions imposed by the Section of Environmental Analysis of the Surface Transportation Board in their final decision. Completed work is independently inspected by a BNSF roadmaster (or equal representative) to ensure compliance with BNSF standards of quality and all contractual obligations, including SEA-imposed conditions, if applicable.

In addition, it should be noted that there are only three small areas where the BNSF right of way comes close enough to the river to be of possible concern to the Bull trout. The attached exhibit clearly shows that each of the three locations has sufficient access and the topography is such that the river should not be disturbed by salvage operations.

Please let me know if you need additional information or have any questions. Thank you for your help.

Susan Odom / Manager Network Strategy / BNSF Railway Company / 817-352-6432 phone

Network Development is now Network Strategy

**New name, same areas of oversight: Interline Development ~ Network Strategies ~ Public Private Partnerships ~
Short Line Development**

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9/24/2010

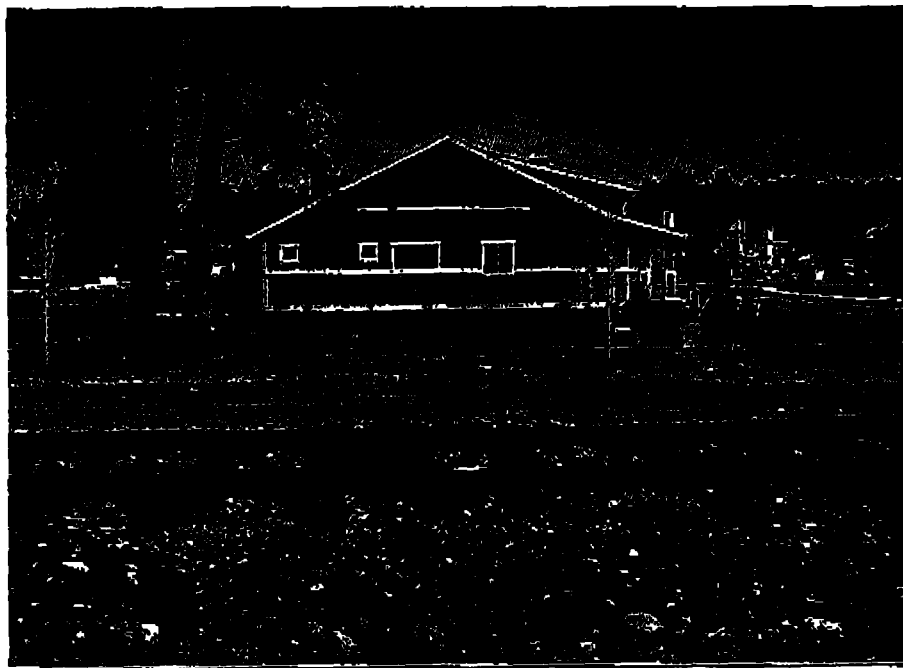
Area 1 - Near Hutter, ID



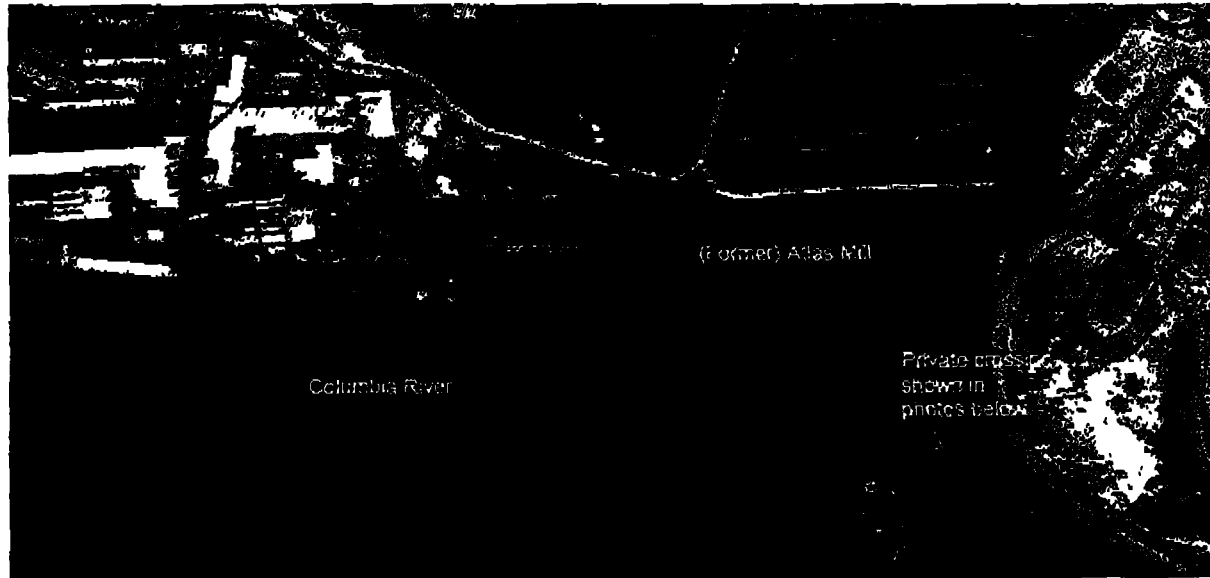
Photos of Mills Point Development follow.

Mills Point Development

Facing east at mile post 9. River is south of rail line. Note ample access.



Facing north. River to south. Note ample access.

Area 2 – Former Atlas Mill Site**Facing northwest****Facing southeast**

Note ample access, including a service road that runs between the river and the rail line.

Area 3 – I-95 Overpass

Note ample access from east side of rail line. North Idaho Centennial Trail separates BNSF right of way from Columbia River.